

# The Daily Astorian

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TELEPHONE MAIN 661.

## THE WEATHER

Oregon—Showers in west followed by clearing weather; showers in east portion; probable frost in early morning in exposed places in west portion.

## THE COMMERCIAL FARMER

The action of the Farmer's Co-operative and Educational Union, of the Inland Empire in demanding the extension of the common-point rate on grain and foodstuffs, to Astoria, and the abolition of the differential of nine cents per hundred-weight now prevailing against this port and in favor of the Puget Sound ports, is one of those clear-cut, almost startlingly impressive, departures that infrequently occur to advise the business world of the paramount force of the farmer in commerce.

The modern farmer is infinitely more aggressive than his earlier brother; he has learned his real significance in the realm of commerce and stands for his share not only of emolument, but of convenience, directness, despatch, and proposes to have them all in sequence and ratio, as they fall to his domain and influence. In the present instance there are those who do not hesitate to claim that James J. Hill is the power behind these farmers and that he is there for the purpose of eliminating the "Portland situation" as it bears on him and his designs for the establishment of a sea terminal in Oregon, from which not only his, but the Harriman, sea-commerce shall be done in the future.

Be this as it may the project has been cleverly handled, and the whole Northwest is alive to the promise of another common-point port on the upper coast that shall mean something far more than ever Portland meant to the business, by sheer accommodation and despatch. Thus the "commercial-farmer" looms largely and intelligently and with a significance that may not be sneered nor frowned nor bulldozed out of countenance and effect. Astoria has a right to feel intensely grateful to every man who had a hand in the formulation of this practical scheme and that gratitude must grow and express itself with every development of the game, in the way of lively appreciation of the new conditions, the adjusting of business and values and local opportunities for investment, and the adaptation of the community generally to the new plane; making it worth a man's while to come here and invest and stay and grow with us.

No man doubts the favorable outcome of this issue as it lies with the Inter-State Commerce Commission. The cause and plea and reason of it all are so straight-forward, clear, honest and equitable, that nothing can prevail against it that should prevail in justice and fair-dealing. We are not over-sanguine in the matter; we

know the liability of failure of such clean propositions as this, even in the most exalted fields of authority and final adjustment, and we shall take what comes in whatsoever spirit serves at the moment; but we are counting, for once, on the essential and exact integrity of the demand made by these farmers and of the situation as they have presented it and are looking for the order that shall extend the rate to this end of the Columbia. The commercial-farmer is at work, indeed!

## ASTORIA AND THE A. & C.

The Astoria & Columbia River Railroad was born in this city; it began, and was wrought, here; the best sense and strength of this community was given to its inception, creation and thorough achievement; this city and section feel a righteous concern and near interest in the road and its future; because it sprung, primarily, from the business-heart of Astoria, and must, forever, be inseparable from that natural and devoted regard which exists under such conditions. The fact that it has passed to outside hands does not in the least affect the situation, so far as Astoria's share in its future goes; we have an inalienable right to figure in its benefits and profits and successes, since we made the road, and have contributed faithfully to its progress and must continue to do so through the years; we are the second community in population, wealth and influence on its line, and we are not forgetting it.

Therefore are we so frank in our strictures, once in awhile; especially when the uncomfortable conviction is borne in on us that we are being discriminated against; an idea that is becoming a bit too pronounced here in view of the relation this city bears to the A. & C. and the system it stands for. There is reason for it, however; and the company is the source of that reason invariably.

Based upon the unfair proposition that the line west of Goble, (the A. & C. properly, and originally) is not part and parcel of the Seattle, Portland & Spokane Railway, of the Northern Pacific and the Great Northern roads, (with all of which it is intimately allied as the one and only direct sea-route and terminal line) the road and its biggest city have been played for a mere divisional point, way station, branch, and connecting line, and completely divested of its old status as a railway per se; its offices were taken away, bodily, to Portland and its condition reduced to the ordinary level of an "off-shoot" and by way of emphasizing the lapse, the rates, rules, and regulations have been raised and changed and revamped, until it became evident that the game was being played a shade too far and the summer resort and excursion business endangered, altogether, when steps were taken to qualify things, by orders for new trackage, new equipment, and the theoretical

reduction of the schedules to a point that might be made to side-step the charge of discrimination. One thing after another has been done, quietly, deliberately, to signify to this people that the city and its business are secondary matters of consideration up Portland, and Vancouver ways, and the doctrine and its effect are repellent here; there is no disputing the fact that Astoria feels it very sensibly and fails to understand it, and consequently, resents it as an injustice to her, as the home-town of the road and an important element of its general business.

We do not believe the rather contemptuous attitude will hold very much longer. Not that Astoria will no longer refuse to help herself upon some initiative of her own; but we believe the owning companies, themselves, are going to ascertain, in the due course of business and rational development, that Astoria and the mouth of the Columbia, are well within the range of genuine interest and treatment; and that the A. & C. is part and parcel of their transcontinental program, and that as such it must be merged with one or the other of these great lines, and become, undoubtedly, a logical factor as one of the great termini of the system in control.

The Columbia river flows on forever; deep, feasible, navigable, trenchant as an alternative; boats and barges and steamers are easily, quickly, cheaply built and handled; we are not resourceless altogether. And if the lesson must be taught, we are masters of the water-craft system here; it is no novel thing for this people to build and launch and operate their own vessels; it may come to this sort of show-down in the end, and if it does, there will be a reckoning and adjustment that will make the arrogant unfriendliness of the A. & C. a matter of sheer ridicule. Astoria has played the part of the "club" wherewith to get business and direct business, quite as long as she intends to; and with all her willingness to stand by the A. & C. to the last, she is not going to be rated as a negligible quantity any longer. We would rather see the change come in some other way, which would save the credit of the company now dominating the line, as well as conserving the natural interests and rights this city holds with regard to the Astoria & Columbia River Railroad.

It is a rare clause in a tariff bill that fails to cause a flight of interrogation marks somewhere.

The British flag has been planted within 111 miles of the south pole. It is time for Walter Wellman to get busy.

A number of kidnappings have followed the Sharon affair. The circus always brings a complement of side shows.

The latest pony express got within 111 miles of the south pole. At that point the explorers finished eating the express and found it necessary to turn back.

Congressman Payne was exhausted by his four hours' speech on the tariff question. A Missouri solon can talk that long on the hedge fence proposition.

Africa will not have to purchase any Dreadnaughts this year. The presence of the Roosevelt battery will be sufficient protection against further invasion.

Georgia is reported to be full of Democrats who have become protectionists. A few more mysterious strangers may be looked for by 1912, if not earlier.

Tennessee is somewhat puzzled at present in regard to its written and unwritten laws. On the whole, the idea has been strengthened lately that gun toting doesn't pay.

If England and Germany were ignorant of the game of poker they would originate it for themselves by their rapid rising of each other with an ante of Dreadnaughts.

The Sharon kidnappers could not stand poverty. After obtaining more money than they could honestly earn in a lifetime the temptation to get drunk was irresistible.

Germany's railroads report that the improvement of waterways in no injury to the railroad business in that country. The experience of railroads near the Great Lakes has been similar.

If you have backache and urinary troubles you should take Foley's Kidney Remedy to strengthen and build up the kidneys so they will act properly, as a serious kidney trouble may develop. Owl Drug Store, T. F. Laurin.

## COAL TEST NEEDED IN CHICAGO AND ASTORIA

FEDERAL SPECIFICATIONS MAY BE HAD FOR ASKING AT ANY POINT.

CHICAGO, April 5.—Members of the Chicago Dealers Association are investigating charges that the city is expending huge sums for coal, purchased upon slipshod and "loophole" specifications.

It is declared the contract entered into by the city is such that ample opportunity is given for favoritism and that even an avenue is left open where by a dealer may agree to furnish a superior grade of coal and deliver a much inferior article.

The coal dealers lay special stress upon the provision in the specifications giving the commissioner of public works the right to test coal delivered either by the evaporation method or by what is known as the analytical test. It is asserted that the commissioner can interpret the specifications. "To suit his own convenience".

Attention is called to the fact that the United States government years since abandoned the proposition of purchasing coal upon the basis of evaporative tests and now buys all of its coal upon the analysis basis. The federal specifications, it is asserted, are in use in nearly all of the large cities of the United States.

## SPLENDID CONSUMPTION

CHICAGO, April 5.—Direct connection between Chicago and New York was completed yesterday when a train pulled into Pullman, over the tracks of the Kensington & Eastern Railroad, completed less than 15 minutes before. The line connects the last gap in the system of interurban lines which stretch across the continent to Chicago, from the eastern seaboard and a trip to New York over lines operated by electric power is now possible. The route is still a little roundabout, it is true, but it is there and the dreams of electric railroad promoters have been realized.

## "WHEN A WOMAN WILL"

NEWARK, N. J. April 5.—Miss Anna C. Ward, a spinster and sole survivor of a noted family of this city is defying the county park commission to seize her house and the spacious grounds which surround it. The commission condemned the property in order to convert it into a playground, but Miss Ward, who lives alone, had barricaded herself indoors, boarded up the windows and defied the authorities to enter. She has crossed the boundary lines of her property but once in twenty years. That was four years ago when she attended the funeral of a sister. Recently she refused to go to the funeral of a brother-in-law for fear some action might be taken in her absence to deprive her of her home.

Miss Ward is one of the mysteries of Newark. She was a belle in her girlhood days, when she went abroad to study art in Paris. Returning several years later she became a recluse, refusing to renew friendships and making her home in the old mansion she now occupies. She is an aged woman now and her only visitor is a nephew who is a physician.

Foley's Honey and Tar is a safeguard against serious results from spring colds, which inflame the lungs and develop into pneumonia. Avoid counterfeits by insisting upon having the genuine Foley's Honey and Tar, which contains no harmful drugs. Owl Drug Store, T. F. Laurin.

## GONE TO "BUGHOUSE"

CHICAGO, April 5.—Oak Park "bughouse" is occupied. Professor J. J. Davis assistant to the State entomologist has taken charge of the structure erected for scientific purposes and will begin work this morning. After the professor has learned the habits, likes and dislikes of the insects which infest the suburb, the State Department of Entomology will try to discover some way to wipe out the pests.

## Lived 152 Years.

Wm. Parr—England's oldest man—married the third time at 120, worked in the fields till 132 and lived 20 years longer. People should be youthful at 80. James Wright, of Sparlock, Pa., Ky., shows how to remain young. "I feel just like a 16-year-old boy," he writes, "after taking six bottles of Electric Bitters. For 30 years kidney trouble made life a burden, but the first bottle of this wonderful medicine convinced me I had found the greatest cure on earth." They're a Godsend to weak, sickly, run-down or old people. Try them. 50c at Charles Rogers & Son's drug store.

## LONG DISTANCE CHASE

Italian Murderer Captured in Buenos Ayres and Brought Back.

NEW YORK, April 5.—A torn letter left carelessly in his room was the means by which the New York police tracked Vito, Damiano, an Italian real estate dealer, to Buenos Ayres. By this evasive clue alone he was arrested in the South American city last June and arrived in New York yesterday on the steamer Verdi. He is charged with the murder of Antonio Lombardo, which was committed in this city February 4, 1907.

After the murder and the disappearance of Damiano his room was searched and a letter from his brother in Argentina was discovered. Though dated some years ago and badly torn, detectives formed a theory that he probably would visit his brother, and in this way the arrest was effected. Police Lieutenant Rocco Cavone who brought the prisoner back to this country, was a close friend and associate of Lieutenant Petrosino, who was assassinated recently in Italy. In South America Damiano successfully resisted extradition for nine months and authority to bring him back was not obtained until his case was carried to a court of superior jurisdiction.

## WOOD-WORKERS WAR ON IN WINDY CITY

AMERICAN FEDERATION OF LABOR TAKES ACTION WITH THIS BRANCH OF MEMBERS

CHICAGO, April 5.—The Chicago Federation of Labor has expelled all the locals of the Amalgamated Woodworking Union. The drastic action is the outcome of a bitter fight for jurisdiction between the Woodworkers and the Carpenters, in which the latter charged that union woodworkers had taken the place of carpenters on strike.

Notice has been served on the officers of the Federation by the Woodworkers delegates that an appeal will be made to the American Federation of Labor. That the appeal of the Woodworkers will intensify the fight between the two organizations is said to be certain, as the carpenters, who have the stronger union, will start a war of extermination against their rivals. They have been prevented in the past from doing that because woodworkers were recognized by the Chicago Federation of Labor and had the support of labor.

## DUGAN DUBIOUS

NEW YORK, April 5.—Eddie Dugan, the Jockey, is back in New York after having failed to procure in England, a jockey's license. He went abroad hoping to ride for Harry Payne Whitney. The license was refused, it is understood because of Dugan's record in this country as a rough and foul rider. His standing in America is to be considered at a meeting of the Jockey Club license committee here. If he is placed on a good footing on the eastern turf, it is expected that he will make application again in England.

## WHOLESALE and RETAIL

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Post Cards  
5c to 50c each retail

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